WESTERN CAROLINIAN.

VOL. V.] SALISBURY, N. C.....TUESDAY, FEBRUARY 8, 1825. [NO. 244.

PRINTED AND PUBLISHED, EVERY TUESDAY,
By Philo White.

The terms of the Western Carolinian will hereafter be as follows: *Three Dollars* a year, payable in advance.

No paper discontinued, (except at the option of the Editor) until all arrearages are paid.

Advertisements will be inserted at fifty cents per square for the first insertion, and twenty-five cents for each subsequent one.

All letters addressed to the Editor, must be *post-paid*, or they will not be attended to.

Internal Improvement.

FROM THE BUCKS COUNTY PATRIOT.

ON THE CONSTRUCTION OF ROADS.

The proper construction and preservation of public roads are objects of the first interest. Their permanence depends entirely on the manner in which they are formed, and the expense of repairs is regulated by the correct or erroneous principles adopted by those who have charge of them.

Roads in our state are of three descriptions——The great public highways, and the township roads, both of which are made and kept in order at public expense——and turnpike roads, which have been constructed by private capital, and by large and liberal contributions from the commonwealth.

It has been frequently remarked by our citizens who have visited the eastern states, that in those parts of the Union, the town *roads* which are the same as our public highways or township roads, are better made, and are always in better order than the same roads in Pennsylvania. Why this is the case, it will not be difficult to show, and at a future period some facts may be communicated on this subject. At present, it is, however, only intended to invite the attention of the citizens of the commonwealth to the known and acknowledged fact, that our public roads, which are under county and township charge, are bad in their formation, and almost entirely without that care which is necessary to make them passable at some periods of the year.

To the turnpike roads in Pennsylvania, it is the purpose of this paper particularly to call the public attention, and by a statement of the erroneous principles upon which they have been made, and an exhibition of a better mode of constructing and repairing them it is hoped extensive benefit will be obtained.

In the formation of our turnpike roads we commit four great errors:

1. We dig a trench in which to place the large stones which are the foundation of the road, and which receives the water that percolates through, and undermines and loosens the coat of broken stone, which forms the cover of the road. Those large stones scarcely ever consolidate.

2. Our roads are quite too convex, whereby carriages are necessarily kept in the middle, which is worn down, and thus presents a sort of basin for the reception and detention of rain.

3. Our stone is not broken small enough, and our roads are generally encumbered with large stones, which interrupt the progress of carriages, raise up the wheels, and, by the jolt, injuire the roads.

4. There is rarely a trench or ditch cut at the side of our roads, to carry off the rain water, or, if cut, it is very seldom kept free from obstruction.

At these errors, we are not to wonder; for England, with centuries of experience in road making, and ten fold the experience of turnpikes that we have had, has until lately pursued exactly the same career, which, even at present, is continued in many parts of that island. But a new system has been introduced there within a few years past, by Mr. J. L. M'Adam, which has stood the test of the most rigorous scrutiny——and received the most unqualified approbations of parliament——of the post master general——of the proprietor of stage coaches——and of numbers of the most enlightened persons in the nation. It forms no slight recommendation of this system, that Mr. M'Adam and his family, under his direction and on his system, have been and are employed in the construction and repair of different roads to the extent of nearly 700 miles---and that he is consulted, and his plan followed, by the major part of all the road contractors in England.

The leading features of Mr. M'Adam's system are---that the best foundation for a road is the natural soil; that this foundation, on which the broken stone is to be laid, ought to be elevated, two, three, or four inches, above what is usually termed the side or summer road---that the stones should be broken so as not to exceed six ounces in weight, (he has recently declared a preference of three) and so completely consolidated as to prevent the penetration of rain---that the stone should be as far as possible homogeneous, as the mixture of hard stones with those easily friable is highly pernicious---and the bed of the road should be secured against under water by drains or ditches. The means by which to produce these effects, are detailed in his work at length and in his various examinations by order of the house of commons, and are comprised in the following plain rules:

1. "The first operation in making a road should be the reverse of digging a trench. The road should not be sunk below, but raised above the ordinary level of the adjacent ground. Care should be taken that there be a sufficient fall from the road to the adjacent ground to take off the water, so that this ground be some inches below that on which the road is intended to be placed. Side drains, or ditches, to carry off the water are indispensably necessary.

2. "Having secured the soil from under water, the next care is to secure it from rain water, by a solid road made of clean, dry stone or flint, so selected, prepared and laid, as to be perfectly impervious to water. This cannot be effected, unless the greatest care be taken, that no earth, clay, chalk, or other matter that will hold or conduct water, be mixed with the broken stone, which must be so prepared, and laid, as to unite by its own angles into a firm, compact, and impenetrable body.

3. "The large stones usually laid at the bottom of roads as a foundation, are not only a useless expense but positively injurious; as being constantly shaken by heavy carriages, they keep the upper stratum loose, and open for the reception of rain water.

4. "The stone, (or as we term it, the metal) is to be laid on, not all at once, but in layers of three inches thick; after the first layer is laid on, it is to be subjected to the traffic, or if the road is not open to traffic, a roller of iron should be used, if the weather be showery; if otherwise, water should be thrown on it; for no stone will consolidate when perfectly dry.

5. "Much has been said and written upon the strength of roads. My experience leads me to the conclusion, that six inches thickness of well broken stone, properly laid on, is quite sufficient, provided the bed of the road be made and kept dry. Of late years I have made no road thicker; but on the second year have given it an addition of three inches, loosening a little of the hard surface of the road, about an inch deep, to allow the new and the old materials to unite; going upon the principle that the natural soil is the real carrier both of the load and the carriages; and that if it could be kept dry by any other means, the artificial roads would be altogether unnecessary.

6. "The thickness of a road is immaterial as to its strength for carrying weight. This object is already obtained by providing a dry surface over which the road is to be placed as a covering, or roof, to preserve it in that state; experience having shewn that if water passes through a road, and fills the native soil, the road whatever may be its thickness, looses its support, and falls to pieces.

7. "The only proper method of breaking stones, both for effect and economy, is by *persons sitting*. The stones are to be placed in small heaps; and women, boys or old men, past hard labor, *should sit down, and break them with small hammers, so as none shall exceed six ounces in weight.*

8. "The stones should be broken very small. In recommending six ounces as the proper size, I went as far as the then old prejudices would admit. But experience has convinced me that half that size is more useful and more profitable to the country.—When the stone is well broken, and properly applied, there is no occasion for the covering of gravel or slate——and I object to it, as preventing the consolidation of the stone, by keeping the pieces apart, whereas they would otherwise unite by their own angles.

9. "The reason for recommending the laying on the stone at different times, and in layers, is, that if the whole quantity be laid on at once, the under part never consolidates properly, but continues loose, and tends to loosen the upper part so as to allow the water to piss through.

10. "Nothing is to be laid on the clean stone on pretence of binding. Broken stone will combine by its own angles into a smooth, solid surface, which cannot be affected by vicissitudes of weather, or displaced by the action of wheels, which will pass over it without a jolt, and consequently without injury.

11. "A carriage ought as much as possible to stand upright in travelling. I have generally made roads three inches higher in the centre than at the sides, when they are eighteen feet wide. If the road be smoth and well made, the water will easy run off in such a slope.

12. "When roads are very convex, travellers generally follow the track in the middle, which is the only part where a carriage can run upright; by which means three furrows are made, one by the horses and two by the wheels. More water stands on a very convex road than on one that is reasonably flat.

13. "Ten inches of well consolidated materials are equal to bear any kind of carriage.

I do not care whether the substratum be soft or hard---indeed I should prefer a soft one, provided it was not such as would not allow a man to walk over it.

14. "When a road is to be formed on the side of a hill, the [illegible] be on the higher side of the road, where it will receive the water falling from the high ground, and keep the road dry.

15. "The materials should be cleansed of the mud and soil, with which they are mixed in their native state, on the spot where they are procured. If gravel be used it ought to be cleared by screening, or, if necessary by washing. Some addition will be hereby made to the expenses in the first instance---but it will be found the most economical mode in the end.

16. "Twenty per cent. of the expense of improving and repairing roads is often incurred by rows of trees, particularly on the sunny side, intercepting the influence of the sun.

17. "Carriages, whatever be the construction of their wheels, will make ruts in a newly made road till it consolidates, however well the materials may be prepared, or however judiciously applied. Therefore a careful person must attend for some time after the road is opened for use, to rake in the track made by the wheels."

It is a curious fact that the roads in Sweden, which are among the best in the world, are made on the plan adopted by Mr. M'Adam. On these roads no stone is ever laid larger than a walnut.

Remarkable.—A Paris paper furnishes the following remarkable anecdote. About 100 years ago, a man, aged 18, was condemned to the gallies for a *hundred years and one day. The man has suffered in full the sentence of the law*, and has now returned to Lyons in France, where, claiming an estate belonging to his family, the proprietor, M. Bertholon, who had thought the purchase very fair and safe, agreed, by the advice of his lawyer, to settle the contentious matter by giving the real proprietor 4000/ sterling, (nearly $20,000.) This wonderful old man, at the age of 118, has lately offered his hand to a woman, and is shortly to be married!

A jury in Chester, Eng. on the 4th last September, gave one hundred and twenty-six pounds sterling, (more than 500 dollars) damages, in an action *for biting off a finger* in a scuffle.

From Grieg's World Displayed.

MARRIAGE IN CHINA.

The courtship being conducted and finished by the relatives of the parties, and a present being made to the bride, (contrary to the custom of most countries, where the relatives of the bride are expected to bring presents to their husbands,) a day is appointed, for which the calendar is consulted for a lucky one; the bride sets out, locked up in a sedan, preceded by relations, servants, &c. with lighted flambeaux in their hands, although it be noon-day, to the house of the bridegroom, to whom the key of the sedan is delivered by the nearest of kin to the bride. As soon as the bride steps from her chair, the bridegroom leads her into the hall, where they are seated at different tables, in the same room or hall; but before the bride and bridegroom are seated at table, they make four reverences to Tien, a supposed spirit residing in heaven. When seated at table, they pour wine on the ground before they begin to eat, and also set apart some of the provisions for the idols. The moment each of them taste the wine, the bridegroom rises up and invites the lady to drink; upon which she rises also, and returns him the compliment. After this, two cups of wine are brought, of which they drink part, and pour the residue into another cup, out of which they drink alternately, and this last part of the ceremony confirms the nuptials. The bride then goes among the ladies and spends the day with them, the bridegroom treating his friends at the same time in a separate apartment.

In China it would be as unfashionable to appear in white at a wedding, as it would in Europe, or America, to be dressed in black. The laws of China do not permit any subject to have more wives than one; but he may keep as many concubines in his house as he pleases: these, however, must be obedient to his wife, and treat her as mistress. The emperor has three wives, and the number of his concubines is estimated at about three thousand; they are called *con-gu*, or ladies of the palace. If a wife elopes from her husband, she is sentenced to be whipped, and the husband may dispose of her as a slave. If she marries another man, the first husband can cause her to be strangled. If a man quits his wife and family, the wife, after an absence of three years, on representing the case to a mandarin, or magistrate, is authorized to marry another husband. A man may divorce his wife for adultery, bad temper, a clamorous tongue, disobedience, theft, barrenness, or for any contagious disorder: this is seldom, however, put in force.

From the New-York Patriot.

TABLE-TALK AT A BOARDING-HOUSE.

BREAKFAST.

Polly. Ma, don't you think this is the most *beauchiful* morning ever *nachur projuced?*

Mrs. Proudfit. 'Tis very fine, indeed. Polly, why don't you ask the gentlemen if their coffee is agreeable?

Boarders. Very good, ma'am.

Polly. Gentlemen, if you don't find your breakfast *palatable* only *expound* your wishes, and we'll think ourselves *extremely* happy in gratifying them.

Boarders. Hem.

DINNER.

Polly. Mr. Fairchild, have you heard of the *juel?* Fair. What? Polly. Have you heard of the *juel* that was *contested* across the river this morning? Fair. O! I beg your pardon——I did not understand you——yes, I am told the parties were both severely wounded. Polly. O, mercy! The very thought of a *jueller* quite *annihilates* me. Ma, will you have a *churnip?* Mrs. P. No, dear, but I'll have a *pochatee.*

TEA.

Polly. Ma, will you have some sugar for your tea? Mrs. P. No, dear——I *reckon* I don't fancy sweet tea *like as* you do, Polly. Polly. I confess my affection for the *saccharine dulcet. I opine the flavosity of the sugar abates the animosity of the tea, which is very inimical to my diabolical appetite.*

Fair. Pro-di-gious!

Southern Preacher.

THE subscriber has received a few copies of this admirable collection of sermons, which he offers for sale. The volume is well printed and neatly bound. It contains an animated and interesting view of the great outlines of the Gospel. All the sermons are above mediocrity; and, most of them eloquent and nervous. They are equally interesting to the Episcopalian, Presbyterian, Methodist and Baptist, as they are the productions of these different denominations, and advance nothing that can be offensive to either. The desire to encourage the literature of our own state, we hope, will unite, with respect for the authors, clergymen of our own and the southern states, and, a wish to possess this animated and interesting epitome of evangelical truth, to produce a speedy sale. The industrious, pious and enterprising publisher has a claim on the patronage of a generous and enlightened public.

The subscriber has, also, just opened a package of standard Classical and school books.—Among them are the very excellent geographys of Morse and Woodbridge. These works have received the unqualified approbation of the most celebrated teachers and literary characters, in the United States. They have each their peculiar excellencies, and are accompanied by atlases, of a superior kind. The geography by Morse, is an entire new work, the joint effort of the father and his son. It is an admirable work for schools, academies and colleges, and the teachers will find most of the defects of other works, here supplied. He has, also, Whelpley's compend of history, with notes and questions, by the Rev. Mr. Emerson; Blair's Rhetoric, with questions at the close of each chapter, by Rev. [illegible] Wilkins; Valpey's Greek Grammar; cheap, yet neat editions of Milton's Paradise Lost; Cowper's Task; Thompson's Seasons, and Wilbur's biblical Catechism.

These works he will sell as low as they can be purchased, singly, in any of the northern capitals.

He continues his Classical and English school at the old Academy. Parents and guardians may have their children and wards instructed in such branches, as they please, of classical or common literature. JON. O. FREEMAN.

Salisbury, Jan. 17, 1825. '42

The fine, young, thorough bred Horse

AERONAUT,

DECIDEDLY the finest looking horse of his age, ever produced in the western part of the state, will stand the ensuing season at my stable, in Rowan county, ten miles north east from Salisbury, and seven south-west from Lexington, at fifteen dollars the season; ten dollars, cash, the single leap; and special contracts will be made for insurance, suited to particular cases and circumstances. The season will commence on the 15th of February and continue until the 1st of August. He will be found constantly at his station, except when taken to be shown at public places, and especially during the terms of the Superior and County Courts at Salisbury and Lexington, at which places he will stand several days each term, if convenient, for the accommodation of gentlemen who have not seen him.

Description.....Aeronaut is a beautiful mahogany bay, with black legs, mane and tail, a star and blaze in his face, four years old next spring, nearly sixteen hands high, remarkably heavy made, uniting in a high degree, the size, elegance and grandeur of his sire, the imported horse Eagle; with the great substance, symmetry and compactness of his grand-sire, the imported horse Dion. The great strength and weight of body which he will acquire at full age, will entitle him to stand higher as a horse of power, than any imported horse that ever stood in the county, except the imported horse Clown, and to him in that respect he will be at least equal.

He had a few mares last season, from which it appears that he promises fair to attain the reputation of a sure foalgetter; and from his youth, the excellence of his constitution, the fine size, figure and performances of the stock from which he descended, he cannot well fail to produce as fine colts as any horse in America.

PEDIGREE.....Aeronaut was got by the imported horse Eagle; his dam by the imported horse Dion; gran-dam by Expectation, one of the best sons of the imported horse Diomede, out of a Medley mare, uniting the blood of the imported horses Medley, Fearnought and James, and the thorough bred horse Celer, from which it appears that he must be very nearly, if not entirely, thorough bred, and descended from an ancestry, the most renowned of any horse that has ever appeared in England or America, as will be seen by the following statement:

Eagle was considered the finest and fleetest horse in England, since the days of Childers, and his winnings amounted to ninety-three thousand dollars; he was got by Volunteer; Volunteer by Eclipse, Eclipse by Marsque and Marsque by the Devonshire or Flying Childers, the fleetest horse ever known in England. Eagle's dam was got by Highflyer, a horse little, if any, inferior to the above celebrated Eclipse, generally admitted to be the best horse that ever was in England, or perhaps in the world, as appears by the statement made in his recommendation and pedigree now in my possession; his gran-dam by Enquirer, &c. Dion was got by Spadille, one of the best sons of the same celebrated Highflyer; his dam by the Pacolet, &c. He was famed for his great speed and bottom, having run with such unusual honesty as to win four mile heats twice in one week; he was the sire of Gattalin, Don Quixotte, and many other capital racers, all of which united with the blood of the above famous horses in America, viz: Diomede, Medley, James, Fearnought and Celer, constitute a pedigree inferior to few, if any, horses ever bred in America.

All reasonable measures will be directed to prevent unfortunate accidents, but no responsibility will be admitted for any that may occur.

ROBERT MOORE.

January 20, 1825. 4t45

Sheriffs' Tax Deeds.

DEEDS for land sold by Sheriffs for arrears of *Taxes*, for sale at the 'Carolinian' office.

United States' Congress.

IN SENATE.

Thursday, Jan. 13.—The following resolutions were offered for consideration:

Resolved, That the Secretary of War be directed to cause to be made and laid before the Senate, as soon as may be, an abstract of the Rules and Regulations for the field exercise and manœuvres of the infantry, and the general regulations for the Army, which is observed and practised upon by the Army of the United States, in such a manner as shall be best adapted to the use of the militia of the United States.

Resolved, That the Secretary of War be directed to report to the Senate, as soon as may be, the number of divisions, brigades, regiments, battalions, and companies of militia of the United States, according to the last returns from the several states in the Union.

Jan. 14.—The Senate did not sit to-day.

Jan. 17.—The Senate was engaged the greater part of to-day on the bill to abolish imprisonment for debt, which was *rejected*, ayes 20, nays 23.

Jan. 18.—Mr. J. S. Johnson presented the memorial of the Legislature of Louisiana, praying assistance to enable them to open a Canal from Lake Ponchartrain to the Mississippi river.

Jan. 19.—The committee on Roads and Canals, to whom was referred the memorial of a number of the inhabitants of Wilkes county, in relation to the great road proposed to be laid out from Washington City to New-Orleans, made a report, asking to be discharged from the same, which was agreed to.

The following resolution, offered yesterday, was taken up and adopted:

Resolved, That the committee on Indian Affairs be instructed to inquire into the expediency of procuring from the Indians south of Lake Superior the privilege of exploring the country for the discovery of copper mines, and for the use and occupation of the same, by the United States, if discovered.

Jan. 21.—the committee on the Public Lands, reported a bill "supplementary to an act entitled An act enabling the claimants to lands within the limits of the state of Missouri and territory of Arkansas to institute proceedings to try the validity of their claims, approved May 26, 1824, and to repeal a part thereof;" which was read.

HOUSE OF REPRESENTATIVES.

Jan. 13.—The following resolution was offered:

Resolved, That a committee be appointed to prepare and report such rules, as, in their opinion, may be proper to be observed by this House in the choice of a President of the United States, for the period of four years, from the 4th day of March next—if, on counting the votes given in the several states, in the manner prescribed in the constitution of the United States, it shall appear that no person has received a majority of all the Electors of President and Vice President appointed in the several states.

On motion, the resolution was laid on the table.

Jan. 14.—On motion, it was

Resolved, That the committee on Military Affairs be instructed to inquire into the expediency of authorizing and directing the Secretary of War to cause to be prepared, for the use of the militia of the United States, a compendium of the discipline and drill of the army of the United States.

Jan. 17.—On motion, it was

Resolved, That the committee on Roads and Canals be directed to inquire into the expediency of causing an experiment to be made at the Seat of Government, on a small scale, of the most improved mode of constructing roads on the plan practised under the direction of Mr. M'Adam, in England, and of rail-ways under the patent granted to John Stevens of Hoboken, New Jersey.

On motion, it was

Resolved, That the committee on Post Offices and Post Roads be instructed to inquire into the expediency of establishing a post road from Wadesboro', in Anson county, to Salisbury, in North-Carolina.

The following Message from the President of the United States, was received by the hands of Mr. Everett, his private Secretary, and was laid on the table and ordered to be printed.

To the House of Representatives of the U. S.:

I transmit herewith a report from the Secretary of State, containing the information required by the resolution of the House of the 16th ult. relating to the Western boundary of the United States.

JAMES MONROE.

Washington, 17th Jan. 1825.

[ENCLOSURE.]

Department of State, Washington, 15th Jan. 1825.

The Secretary of State, to whom has been referred the resolution of the House of Representative of the United States, of the 16th of December last, requesting information from the President, if not incompatible with the public welfare, of the causes which have prevented the execution of the 4th article of the treaty of 22d of February, 1819, between the United States of America and the Kingdom of Spain, so far as the same relates to the Western Boundary of the United States, and if the same has been prevented by the actual situation of the government of Mexico, in respect to the Kingdom of Spain, and this contry is connected with the said boundary; and whether any measures have been taken to call the attention of the government of Mexico to the final establishment of a boundary between that country and the United States—has the honor of reporting to the President that the causes suggested in the resolution have prevented the execution by the joint operation of the United States and of Spain, of the article referred to, as was contemplated by the treaty; that soon after the change of government in Mexico to the republican form, and before the adoption of the recent constitution, a communication was received from the supreme authority then existing, that they assented to the boundary as established by the treaty, and would readily co-operate in the measures necessary for carrying that article into execution in concert with the United States. The postponements of the mission to Mexico have delayed the proposal of definitive arrangement with that government on the subject.

All which is respectfully submitted.

J. Q. ADAMS.

Jan. 18.—the Speaker laid before the House a communication from the Secretary of War, giving a statement of property destroyed during the late war, which was laid on the table.

A letter from Joseph Watson, requesting leave to occupy one of the rooms in the Capitol, for the purpose of settling the payments for taxes due on the lands of non-resident proprietors, which was laid on the table.

The Speaker announced that the portrait of General La Fayette, given by M. Schoeffer, had arrived.

Mr. Wright moved to take up the resolution offered by him a few days ago, which was agreed to.

Mr. Wright then moved certain amendments to the resolution, which were agreed to.

Mr. Wright stated, that, in order to conduct the election of President and Vice-President, some rules were necessary. The object of his resolution was not to interfere in the election, but merely to prescribe the way.

The resolution was then agreed to, in the following form, and the Committee was ordered to consist of seven:

Resolved, That a committee be appointed to prepare and report such rules, as in their opinions may be proper to be observed by this House, in the choice of a President and Vice President of the United States, whose term of service is to commence on the 4th day of March next, if, on counting the votes given in the several states, in the manner prescribed in the Constitution of the United States, it shall appear that no person has received a majority of the votes of all the electors of President and Vice-President, appointed in the several states.

Jan. 19.—George Outlaw, elected from North Carolina, in the room of Hutchins G. Burton, resigned, appeared to-day in his place, and was qualified.

The select committee to whom the subject was referred, reported a bill for the benefit of the Asylums for teaching the deaf and dumb of Kentucky, New York, Pennsylvania, and the territory of Michigan, which was read twice, committed and ordered to be printed.

Jan. 20.—On motion of Mr. Vance, (N. C.) it was

Resolved, That the committee on Post Offices and Post Roads, be directed to inquire into the expediency of establishing a post route from Ashville, N. C. by the way of General Philip Britain's, Charles Carson's, and across the mountains at the Eastatoe Gap, thence to Major McKenney's, on Laraway, thence on the west side of said siver, by the High Shoals in Little River, thence crossing Kerowen, at Pensford, to Pendleton court-house, S. Carolina.

Jan. 21.—On motion of Mr. Call, (Florida,) it was

Resolved, that the committee on Roads and Canals be instructed to inquire into the expediency of opening a canal across the peninsula of Florida, to connect the waters of the Gulf of Mexico with those of the Atlantic.

Pardoning Power.—The following occurrence is mentioned in a Montreal paper of the 29th December, as illustrative of the impolicy of pardoning notorious criminals, who have been guilty of violating the laws of the country:

"A few days ago at St. Armanda, a man was arrested by a public officer, for the commission of a crime, but before he could be brought to the Magistrate who issued the warrant for his apprehension, he was rescued by a band of desperadoes, at the head of whom was an individual who, a short time since, was convicted of horse stealing, sentenced to death, but received the clemency of the representatives of his Majesty."

OUR RELATIONS WITH SPAIN.

The documents from the Department of State, intended to accompany the President's Message at the opening of the present session of Congress, but which were unavoidably delayed until a few days ago, will be found to contain much matter for speculation, by those who take an interest in our foreign concerns. Being too voluminous for the columns of the Journal, while so many current domestic affairs demand our attention, and being at the same time too important to be wholly neglected, we have attempted to give a brief abstract of the correspondence contained in the volume, which we trust will put our readers in possession of all the material facts in relation to our present standing with Spain. It will be seen, that, notwithstanding our treaty of *amity*, settlement and limits, concluded at Washington on the 22d of February, 1819, we are still very far from being upon the most *friendly* terms with that power, and that there is probably no prospect of any mutual good understanding between us, so long as the independence of the South American States remain unacknowledged in Europe. This is, no doubt, the secret cause of all the bitter feelings which Spain seems to cherish towards us; but if her good will is only to be gained by our abandonment of the ground which we have taken in relation to her former provinces, we should prefer to want it forever. The principles of our revolution are too dear to us, and the rights of man, as set forth in our declaration of independence, too plain and incontrovertible, to allow us to hesitate a moment between an act of justice to those who have but followed our example, and an act of mere courtesy to sovereign even more despotic than he whose chains were burst in pieces, and whose tyranny we laughed to scorn. This must ever be the result, when the struggle is between man conscious of his birthright, and the oppressor who seeks to hold him in bondage.

The two first letters contain instructions to Mr. Forsyth from the Secretary of State, on the subject of yielding possession of the Floridas and the archives of its former government, and are no otherwise interesting than as they show the insincere and procrastinating temper of Spain.

No. 7. An extract of a letter from Mr. Forsyth to the Secretary of State, informing him that the President's message to Congress, of the 8th March, 1822, had been forwarded to the Spanish government by a special messenger, from their Minister at London, and that it seemed to have "created great sensibility."

No. 8, is another extract of a letter from Mr. Forsyth, in which he speaks more at length of the effect of the President's message upon the Spanish government. He represents their Minister as having spoken "with a great deal of warmth on the subject;" that he regarded the recognition of the independence of the South American provinces as an unfriendly act on the part of the United States, which Spain, from her *friendly conduct* towards us, had no right to expect, and that "he concluded by expressing an opinion, that the Spanish Americans were *unequal to self government*, and that their independence, instead of being accelerated, would be retarded by this act of our government." This is the language of all the legitimates; nor is their degrading opinion of the capacity of the people confined to "Spanish Americans:" it is a part of the creed of the Holy Alliance, that none but rulers by *divine right* are capable of managing the affairs of government. The reply of Mr. Forsyth to this "unfortunate observation" of the Spanish Minister, "that the Spanish Americans were unequal to self government," is one of those happy retorts which could not fail to be deeply felt—he thought that the observation proved, "if true, that they are *not fit to live under the Spanish constitution*."

A Council of State, it seems, was held on the act of recognition by the United States, and a *protest* was recommended, on the ground that the recognition was a "violation of treaty stipulations!"

This manifesto is artfully designed to excite the fears of the European Sovereigns, and to induce them to make common cause with Spain in the resubjugation of her colonies. It begins with setting forth, what every page of the history of Spanish America, from the first landing of Cortes to the moment that Buenos Ayres began to feel herself capable of self government, contradicts—that it was neither the abuse of power, nor the weight of oppression, which originated the desire, on the part of the provinces, to separate from the mother country, but the "extraordinary circumstances in which Spain saw herself compromised, to free her throne and her dignity from the imminent *risk* of a foreign usurpation."

The next object of the manifesto is to deceive *England*, and prevent, if possible, *her* immediate recognition of the independence of the provinces, by the pretence of naming "Commissioners to proceed to the dissident provinces of Altramar," for the avowed purpose of opening "a frank and sincere correspondence, which *may* have for its object and end the good of those countries, and that of the nation in general." We have seen the result of this "frank and sincere correspondence," which was not even pretended to be opened but with one of the provinces, and we may judge from that of the sort of *frankness* and *sincerity* which belong to the virtue of his Catholic Majesty.

But the grand design of this manifesto, "passed to the Courts of Europe"—which his Majesty himself calls the "great and capital object"—is to combat the idea which may, *perhaps*, be entertained by "superficial spirits," "that the mere fact of the separation of a province from the state of which it formed a part, *legitimates its existence!*" His Majesty thinks, that the propagation of such a principle would be "not less fatal to legitimate governments than to the integrity of nations," and that it is not those nations only who possess provinces and ultramarine colonies that are interested in the question, but that he considers it "as intimately connected with those conservatory principles that offer securities to *all* governments, and guaranties to society."

National Journal.

Prospects at Washington.—We have private accounts from Washington to Saturday last. Our correspondent says "that all that can be said on the Presidential Election, is *but speculation*, and those who do more, are not to be credited:—that no man living can say with certainty, what the final result is to be:—that the election has never been *more uncertain* than *at this time*, and the friends of all the candidates seem to be sensible of it; that the struggle is to be a hard one; and altho' we have yet a *clear sky* and *sunshine*, and much *forbearance*, there will ere long, be a mighty movement in the waters; the under-currents are *swelling a little*, and the pilots are *looking ahead*; that Mr. Crawford has four states which nothing can shake, Georgia, N. Carolina, Virginia and Delaware; that if N. York does not go for him, her vote will be divided and lost; that Mr. Adams will get the six New England states (perhaps 5 only) and probably Illinois—that Maryland and New Jersey are divided between Jackson and Adams:—that it is possible, the votes of three or four of the States may be lost by division. The friends of Mr. Crawford have held but one tone. We nail our flag to the mast, and sink with the ship."—"Mr. Crawford is quite well; and his friends are in good spirits. Never was a man surrounded and upheld by more warm or disinterested friends." "God grant, (says a letter from Washington) that he may yet triumph! I ask it for the peace and prosperity of my country."

Richmond Inquirer.

We have heard, orally, from Kentucky, that the House of Representatives of that State has, by a majority of something like eight to one, expressed its wish that the Representatives from that State in Congress of the United States should vote, in the election of President, for General Jackson.

Nat. Intel.

ON GAMING.

The following extract from an essay in the *Petersburg Republican*, contains so much truth and force, that we cannot forbear recommending it to the attention of all our youthful readers.

EDITOR.

"Gaming is the prolific parent of the most disgraceful and the most destructive crimes, which have ever visited society. If its pernicious consequences were confined to those alone who indulged in it, it would be a matter less to be deplored; but the misfortunes and crimes of the guilty are visited upon the defenceless heads of the innocent. Many a virtuous and interesting family have been reduced to poverty and ruin, by the lawless indulgence of one whose duty it was, to have watched over them as the guardian of their safety and happiness.

The gaming table holds out a lure to ensnare the youthful and incautious, too many of whom eagerly grasp the gilded deception—and few, who once enter the Labyrynth of corruption, ever find their way back to the light of virtue. The dictates of prudence are easily stifled by the suggestion of gain. They soon become familiarized with their new employment and their new companions. All relish for innocent amusement is absorbed in their inclination for play. They go on from one degree of indulgence to another, till honor, feeling, and humanity, are laid prostrate at the shrine of cupidity and vice. Thus, by degrees, they assume the odious and detestable livery of professed gamblers, who like leeches, are continually sucking the blood of society. They fatten upon the spoils which have been wrested from the hands of industry, and laugh over the ruin of innocence and virtue."

The Judges of the Supreme Court have arranged the circuits, for the present year, as follows, viz.

	Spring.	*Autumn.*
Edenton,	Donnell,	Daniel.
Newbern,	Badger,	Norwood.
Wilmington,	Daniel,	Badger.
Raleigh,	Norwood,	Donnell.
Hillsboro'	Nash,	Paxton.
Morganton,	Paxton,	Nash.

Salisbury, February 8, 1825.

MR. TOWN'S BRIDGES.

We see from the *Columbian Register*, printed at New-Haven, that a Bridge, according to the plan of Mr. Town, has just been completed over Mill River, on the Hartford turnpike road. The writer of the article to which we allude, speaking of the bridge, butments, &c. remarks—"the whole establisment forms such a pleasing contrast with the one lately removed, that all who travel over it must be struck with the great public improvement which has been made."—We take occasion to notice the *Mill River* Bridge, because the one now building over the South River, in this county, is precisely on the same principle, and of the same dimensions; and, we have no doubt, when completed, will be as much admired here, as the other is in Connecticut. The fact is, Mr. Town's Bridges, from the simplicity of the principle, and the great strength of the structure, cannot fail becoming extensively used. The first bridge that ever Mr. Town built, is the one near this place, *Beard's Bridge*, over the Yadkin River. This bridge is much admired by travellers; but since its erection, the builder has greatly improved his plan, and we are told that the bridge at Cheraw, is a perfect model of its kind. We wish Mr. Town all possible success in his line of business; for, next to good roads, nothing is a greater public convenience than good bridges.

NAVIES OF THE NEW REPUBLICS.

It is stated that the Mexican Republic is about appropriating eight millions of dollars to build a navy; and that the government of Colombia, also designs making large appropriations for the same purpose. Will the existing commerce of those Republics justify such large beginnings? They may build ships, but can they man them? History teaches us that no government can force its navy beyond the ratio of its commerce.—Bonaparte made the attempt, but he failed in it: He built his Toulon fleet; but after it was built, it was of no use to him, because the commerce of France would not furnish the sailors. The navy of a country must rise or fall with its commerce; they are inseparably connected with each other.

When Spain had an extensive commerce, her navy was formidable on the sea. Her navy and her commerce sunk together. The same is true of the Venetians and the Dutch.

England only obtained the command of the ocean, when her trade became the first in the world.

The Navy of the United States, is now only second in strength to that of Great Britain; and so likewise is her commerce only second to the trade of England.

Governments may build ships; but commerce makes sailors.

NATIONAL ROAD.

At an adjourned meeting of the citizens of Salisbury and its vicinity, held in the court-house on Saturday, the 22d of January, the committee previously appointed to draw up a memorial on the subject, to the President of the U. States, produced the following; which, after deliberate consideration, was unanimously adopted:

The memorial of the citizens of Salisbury and its vicinity, to the President of the United States, respectfully sheweth: That,

As a portion of the citizens of our Federal Republic, we are highly gratified to see the attention of the General Government, at length, directed to the important subject of *National Roads and Canals*. Not doubting the power of Congress to act on this subject, we are well satisfied that nothing can have a greater tendency to strengthen the union of the states, and to improve the condition of the people, than a well devised system of internal improvement. That system which is designated in the report of the Secretary of War, accompanying the message of the President at the opening of the present session of Congress, appears to your memorialists to be wise and judicious. At the same time that we are anxious for the success of the whole plan, we cannot forbear an expression of the great solicitude we feel as to the location of the contemplated national road from Washington City to New-Orleans.

Many of our fellow-citizens have already urged on your attention the claims of their respective sections of country. Among the rest, it has been solicited that the road should cross the Alleghany ridge, and thence, by Knoxville in Tennessee, to New-Orleans.

Your memorialists conceive that there are many powerful reasons why the road should not pursue the western parallel of the mountains; but we deem it altogether unnecessary to trouble you on that part of the subject, inasmuch as we collect from the President's message, and from the system itself laid down in the report of the Secretary of War, that the road is to traverse the southern Atlantic states. The previous question as to which side of the mountain the road shall pursue being thus settled, another of great interest presents itself for consideration, viz:

What route on this side of the mountains should be adopted? There are, at least, three that seem to urge their claims on the attention of Government.

1. The route in a direct line from one point to the other.

2. The intermediate route which leads by Cartersville on the James, Milton on the Roanoke, and Salisbury on the Yadkin rivers; thence on through the other towns and villages, to New-Orleans.

3. The route through the seats of Government of the Southern States.

In determining which of these routes should be adopted, it becomes necessary to bring in review a variety of considera-

tions; all of which, however, may be arranged under the two following divisions of the subject, viz:

I. The respective distances of the several routes—and the facilities they afford for constructing a good road.

II. Which of the routes will be of the greatest national importance, in a commercial or military point of view, or for the transportation of the public mails.—That one which, upon a full view of the subject, unites the greatest number of advantages, should unquestionably be adopted. We believe, and we will endeavor to show that the intermediate route unites more advantages than either of the others.

1. As to distances. The distances of the several routes ought not to be taken from the usual estimates of the roads leading to New-Orleans; for the reason that these roads were not laid out with an eye to either of the extreme points; they are nothing more than a series of roads originally laid out to pass from one village to another, which happen to lie nearly in the direction of New-Orleans. And in all cases, they are at least 20 per cent. farther than the direct measure. For instance: New-Orleans cannot be reached from Washington city, by any existing road, short of 1250 miles, while the direct route is only 970 miles.

The only true method for ascertaining the relative distances of the several routes, is on the principles of the exact science. We have taken the latitudes and longitudes of the several points as data; and from these data we have calculated the distance of each route, and find the result to be as follows, viz:

1st. The direct route. Washington city is situated in 38° 53 minutes, N. L. and 00° west Long. New-Orleans 29° 57 minutes and 45 seconds; and 13° 3 minutes and 30 seconds, west—computing longitude from the meridian of Washington City.

This makes the distance between those two places, in a direct line, 970.799 statute miles.

This route would encounter many of the spurs thrown out from the Alleghany mountains; and probably at some points the ridge itself. Of course, it would require a large per cent. to make up for inequalities of surface. It is estimated by the Postmaster General, and we believe, with correctness, that 10 per cent. will not be more than a sufficient allowance—which added to the direct measure, would make that route 1067 miles.

2nd. The intermediate route. In the year 1804, Isaac Briggs, then one of the Surveyor Generals of the United States, under the direction of President Jefferson, made a survey of this route. During the time he was engaged in this survey, he ascertained the latitudes and longitudes of the principal points in the route. His observations as to Salisbury, were subsequently confirmed by other scientific gentlemen; among the rest, Dr. Caldwell, President of the University of North-Carolina.

According to these authorities, Salisbury is in 35 degrees, 41 minutes and 43 seconds, N. L. and 4 degrees west from Washington City. Fredericksburg, 38 degrees, 12 minutes and 43 seconds N. L. and 18 minutes west from Washington City. The situations of Washington city and New-Orleans as before stated.

These data make the distance in straight lines, by Fredericksburg and Salisbury, from Washington city to New Orleans, 980.923 statute miles—or 10 miles farther than the direct route. Leaving Fredericksburg out of the calculation, the distance from Washington city to New-Orleans, by Salisbury, is 974.969 statute miles; or only 4.170 miles farther than the direct line. This route runs parallel with the Alleghany ledge, but in its whole length, encounters none of the spurs or broken country occasioned by the mountains. It passes between the cataract and alluvial regions; and for the most part over a very level country. In many places, for miles it pursues without interruption, the high grounds of dry dividing ridges.

Mr. Briggs, in his report to President Jefferson on this subject, remarks, "that this road is proverbial for its goodness." And he gives it as his opinion, that 5 per cent. would be amply sufficient for the inequalities and unevenness of surface. Add 5 per cent. to the distance above stated, and we have 1029 miles, or 38 miles less than the direct route with its inequalities.

3d. The lowermost route. In ascertaining the distance of this route, for the want of data, we have left Milledgeville and Cahawba out of the calculation. We find the distance of this route, through Richmond, Raleigh and Columbia, to be 1015.974 statute miles. We presume that 5 per cent. would be sufficient for the inequalities of this route; making in all, 1066 miles, or 37 miles more than the intermediate route. To this should be added 10 or 12 miles for the angles of Milledgeville and Cahawba.

Thus it appears from calculations made on principles that cannot err, if the data be correct, that the intermediate route is nearer than the mountain route by 38 miles; and nearer than the lowermost route by 37 miles. In further illustration of this branch of the subject, we beg leave to refer you to the diagram herewith sent; by which you will see, at one view, the different bearings of the several routes.

The next inquiry under this division of the subject, is, as to the materials and other facilities necessary to the formation of a good road.

On this part of the inquiry, the lights of science may be brought in aid of actual observation: If we look at the geological character of the sections of country through which these routes run, we at a glance discover a striking difference. The uppermost and middle routes pass over the primitive and transition formations; while the lowermost route, in many places, traverses the secondary formations, and at many points, for miles in succession, encounters a sand region. Consequently, the materials indispensable for a good road exist in abundance on the two upper routes, while on the lowermost, they are scarce; in many places not to be found at all, and when found, of inferior quality. The route then through the seats of government, in this view of the subject, is entirely thrown out of competition, and the question lies between the two others.

We readily admit that the materials for road making, abound in greater quantities on the mountain, than on the intermediate route. In fact, their superabundance on the mountain route, so far from being an advantage, opposes serious obstacles; to overcome which, will require great labor and expense. On the other hand we hazard nothing in asserting, that stone and gravel may be obtained, within striking distance, at every point on the intermediate route, in any quantities required, and at less expense than it would take to remove the obstacles on the mountain route. The inequalities of each route should be brought into calculation. For example, if the road is constructed, it will be determined that all elevations shall be graduated to a given rule—say to 15 degrees, which we believe is the maximum of some turnpike roads. Will it not evidently require more labor to graduate a road over a region of 10 per cent. inequalities, than over one of only 5 per cent? The reasonable calculation is, that the two routes, to be made equally good, would require money and labor in the ratio of their inequalities.

This view of the subject evidently shows the superior advantages of the intermediate route. 1st. As to distance. 2d. As to the nature of the ground over which the road would pass. And 3d. As to the facilities for making a good road.

II. But the directness of the route, and the facilities for making a good road, though inquiries of great importance, are, nevertheless, not more so than those which present themselves under the second division of the subject. For it might so happen that the nearest route and the one most abounding in materials, would not be the one best situated to answer the great national ends of commerce, or for military purposes, or for the transportation of the public mail. The next inquiry then is, which of the routes will best accomplish these objects of national importance.

1. Of Commerce. Your memorialist do not believe that either of the routes in time of peace, would be extensively used for the purposes of traffic. The course of trade is towards the Atlantic; the road on either route would run nearly parallel with the sea-board. We however believe, that this route would be more used for that purpose than either of the others. For the reasons, that it passes through many flourishing towns and villages, and through a district of country containing the thickest population in all the Southern States; the soils of which are rich, producing in vast quantities, all the staples of the climate. It would moreover cross the great leading rivers of the southern States, at or near places which already are, or soon would become, considerable markets.

On the other hand, the uppermost route would pass through a district of country which, from the influence of the mountains, labors under the rigors of a northern climate; the population less dense, and agricultural products diminished in quantity and variety. While the line of the lowermost route leaves in many places, the original and transition regions, which, in the southern states are the great agricultural districts, and passes over some of the poorest soils in the Union; which can scarcely furnish subsistence to their own spare population.

2d. For Military purposes. As a military road it would be used. 1st. For moving troops along it. 2d. For the transportation of munitions of war.

Should it become necessary to march troops from the north to the south, or the contrary, the intermediate route would present more advantages than either of the others. The troops could be maintained at less expense, because it passes nearly in its whole extent, through a grain-growing country. Should it become necessary to call out the militia, this route would be most convenient for points of concentration, as it passes through the heart of the thickest population of the Southern Atlantic States—that district of country which contains the physical strength of these states. As to the transportation of the munitions of war, the facts already stated, show its superior advantages. It moreover passes, at one point, through or in the vicinity of a section of country where some of the most essential munitions of war are manufactured. In the county of Lincoln, North-Carolina, there are many inexhaustible beds of iron ore, of the best quality, for the manufacture either of cannon or cannon-ball; and there are at this time 10 or 12 manufactories in active operation, at some of which during the late war, large quantities of cannon ball were made, on contracts with government. We would further state, that this is the route along which during the late war, large quantities of munitions were transported from the North to the South; and along which, during the same period, the traffic from the north to the south, was chiefly conducted. It long has been, and from circumstances will continue to be, the most public thoroughfare for travellers in all the southern states.

3. Transportation of the public mail. The next object contemplated by the establishment of the national road, is the transportation of the public mail.

In selecting the route for this purpose, several things should be considered. 1. The distance. 2. The amount of population to be supplied along the intermediate country. 3. The abundance or scarcity of provisions and provender for men and horses. And 4. The obstacles that oppose a rapid and regular transportation of the mail. As regards the first three points, we have already shown the superior advantages of this route over the other two. There yet remain to be considered the obstructions and facilities to the rapid transportation of the mail.

Your memorialists hazard nothing in asserting that obstacles of the kind alluded to, occur less frequently on this than on either of the other routes. It is a well known fact that as you approach the mountains, water courses increase in number, are more sudden and frequent in their overflowings, and more rapid and dangerous in their currrents, than they are lower down in the country. This is particularly the case in that region of country which the upper route would traverse through the states of Virginia, North-Carolina and South Carolina. But before these numerous streams reach the line of the middle route, they have passed into certain main leading rivers, which assume a more steady current, and are not so easily affected by every rain that falls. In proof of the correctness of this assertion, we need only recur to the map of the states. It will also be observed, that in that part of the route lying north of Salisbury, the principal rivers are the James, the Roanoke, and the Yadkin. Over two of these, viz: the James and the Yadkin, excellent and durable bridges already exist; and over the other, one is erecting at this very time. These facilities to the same extent are not to be found on either of the other routes.

Your memorialists, before they dismiss this part of the subject, would respectfully notice that part of the report of the Postmaster General, in which he alludes to this route. "Some years since," says he, "a contract was made by this department, to transmit the mail to New-Orleans from this city, by Salisbury, in North-Carolina, &c. But there were so many obstructions on this route, arising from streams of water and other causes, that it was found impracticable to perform the contract and it was abondoned."

The history of that mail, so briefly noticed by the Postmaster General, we collect from public documents to be as follows: Immediately on the acquisition of Louisiana, in the year 1803, our government felt the want and saw the necessity of a direct communication by mail, from the seat of government with New-Orleans. That the nearest and best route might be ascertained, Mr. Jefferson, then President of the United States, as before stated, directed Isaac Briggs, a man of science, to take a series of observations, and finally to make an actual survey of the route which seemed most eligible. In pursuance of these instructions, Mr. Briggs made an actual survey of *this route* from Washington city to New-Orleans. This survey, with a chart of the road, was esteemed of so much value by Mr. Jefferson, as to be communicated by him in a special message to Congress, in the year 1804. It was in consequence of the recommendation of the President, and the information communicated by him, that Congress established the mail alluded to by the Postmaster General. The mail continued to be carried on this rout, until 1808—9, when a resolution was introduced into Congress for its discontinuance, for reasons then alleged. The fact is, that a very considerable portion of the intermediate country, in this route, at the time alluded to, was in actual possession of several tribes of Indians; say, from Oakmulgee in Georgia, to a remote point in the then Mississippi territory, with the exception of a small settlement on the waters of the Tombigbee.

The obstacles and difficulties of conveying the mail through so many miles of wilderness, were very considerable, and it followed necessarily, that the contractors would demand a sum proportionate to the risk and danger of the undertaking. Since then, however, the wilderness has disappeared; a great part of the country has become thickly settled; and towns and villages have sprung up where the wild forest before stood. The causes of the discontinuance of that mail having thus ceased to exist, we submit whether they should now be brought up in array against this route.

Your memorialists will refer to but one more fact as connected with this route. On the declaration of war in 1812, it became necessary to despatch from the seat of government, an express to New-Orleans, for the purpose of preventing the shipping in that port from going to sea. This route was then selected as being nearest and interposing the fewest obstacles to speedy travelling. The result was, that the express reached New-Orleans in less time than it has been done either before or since.

Your memorialists have thus, by a statement of facts, endeavored to show the superior advantages of this over the other routes: holding it as a correct maxim, that private interest should always yield to public good, we would disdain even the wish to see this route adopted, unless it be entitled to success on the score of national interest. With full reliance on the correctness of your decision, we tender you, illustrious sir, the salutation of our profound respect and veneration.

JOHN GILES, *Chairman.*
EZRA ALLEMONG, *Secretary.*

Fortifications.—The Bill making appropriations for certain Fortifications of the United States, for the year 1825, which was reported in the House of Representatives on the 19th inst. appropriates the following sums:

For Benton's Point	$60,000 00
For New Utrecht Point	40,000 00
For Fort Delaware	71,679 50
For Fort Monroe	100,000 00
For Fort Calhoun	70,000.00
For the Fort at Mobile Point	100,000 00
For the Fort at Chief Menteur	100,000 00
For Fort Jackson, on the Mississipi	100,000 00
For repairs and contingencies	8,320 50
For the preservation of Islands in Boston Harbour, necessary to the securiy of that place	52,972 56
For armament of new Fortifications	100,000 00
	$802,872 56

Can such things be!—We learn from Richmond, that on Saturday, the bill providing for the expenses at York, was ordered to be engrossed for a third reading, by a majority of only one vote—ayes 92, nays 91—understood to be equivalent to a rejection! We shall not, at present, say a word on the subject, because we might be disposed to speak irreverently of our betters; but we may be permitted to express a hope, that Lafayette, taking compassion on the poverty of our State, will not propose to reimburse the expense incurred at York, out of his own private funds. *Petersburg Republican.*

True Liberality.—We are informed from a correct source, that the owners of the elegant block of buildings in Water-street, after having paid the mechanic with whom they contracted for the erection of them the full amount of his contract, and between three and four thousand dollars for extra work, on new year's day presented him with the sum of one thousand dollars, for his *punctuality* and *faithfulness* in his profession. This is the right way to insure honest workmen and permanent buildings. *Boston Gaz.*

It is, perhaps, says a Cape Fear Recorder, not very generally known, either in or out of the state, that a Cotton Factory, capable of containing about 10,000 spindles, is now erecting, and in a state of forwardness, on an eligible site known by the name of *Cross Creek*, in the town of Fayetteville. This building, which is the property of Mr. Wm. L. M'Neil, merchant of that place, and a gentleman in Providence, (R. I.) we understand will be completed early in the next summer, and the machinery put into operation.

NATIONAL ROAD.

We publish in this week's paper, the memorial of the citizens of Salisbury and its vicinity, on the subject of the contemplated national road from Washington City to New-Orleans. The memorialists have, at considerable length, entered into the subject; and, by facts and calculations, we think they have shown the superior advantages of this over the other routes of which mention has been made. Accompanying the memorial sent to the President, is a diagram, or chart, of the several routes; we regret we have not the means of publishing it—as, by a single glance at it, the reader would at once see the bearings and angles of the several routes, better than can well be represented by words.

The proceedings and Memorial of the citizens of Davidson county, on the subject of the National Road from Washington City to New-Orleans, shall find a place in our columns next week.

Married,

In this county, on the 3d inst. by B. Howard, Esq. Mr. Richard Locke to Miss Margaret Gheen.

Died,

In this town, on Wednesday last, the 3d inst. Wm. M. Allemong, son of Mr. Henry Allemong, in the 15th year of his age.

BALTIMORE, JAN. 14.

Our city was, this morning, suddenly deprived of one of its most estimable and esteemed citizens. General *Robert Goodloe Harper* is no more!

About nine o'clock this morning, after eating breakfast as usual with his family, in apparently good health and spirits, he was standing before the fire reading a newspaper, when the hand of death suddenly deprived him of sensation—he fell back on the floor, and expired without uttering a word.

General HARPER was sixty years of age. He was too well known and too highly esteemed by all who knew him, to require any eulogy of his character, talents, and worth. *Patriot*

Second Edition.

THE PRESIDENCY.

The Raleigh Register, of the 1st inst. has in it a letter from a representative in Congress, from this state, which contains the following *confident* assertions:

"The Rubicon has been passed, and Mr. Crawford and Gen. Jackson are both beaten.

"I have no pleasure in making the communication; but I have information from an unquestionable source, that Mr. Clay's friends have come to the determination of making a frank disclosure to the friends of Mr. Crawford, of their intention to go over to Mr. Adams.

"Clay will carry *five* western states to Mr. Adams: Louisiana, Kentucky, Ohio, Missouri and Illinois. Clay's interest will also carry Maryland; to which, it is generally believed here, New-York may be added. These, with the six New-England States, will settle the contest. In the last struggle, I do not entertain a doubt but that Virginia would vote for Mr. Adams, rather than either Gen. Jackson should succeed, or Mr. Calhoun come in through the Vice Presidency."

What credence these assertions are entitled to, we know not; but those who are well acquainted with the supposed writer, seem not to attach much weight to them.——The Legislature of Kentucky has instructed the representatives in congress from that state, by a majority of 8 to 1, to vote for Gen. Jackson; and we presume, unless the Kentucky members love Mr. Clay better than they do their seats in Congress, they will vote as the legislature of their state has requested them to do.

General *Lafayette* arrived at Richmond in Virginia, on Saturday the 22d inst. in compliance with the request of the General Assembly of that State, now in session; and on Monday, he was introduced into both branches of that body. Immediately after his introduction, in each house, he was addressed by the respective Speakers, to which he replied, and both houses adjourned, that the members might pay their salutations to him. The General left Richmond on Wednesday morning last, for Harrisburg, in Pennsylvania, where he wished to be on Sunday the 30th ult. He will return from thence to Washington, to be present on the anniversary of Washington's birth-day, and will immediately leave there on his southern trip. *Register.*

Stop the Rogue!

A MAN by the name of *John Jones*, while on my horse (a dark bay mare, blind of one eye) about a mile west of Chesterville, S. C. (myself walking before him, talking with some gentlemen) about dark, on Thursday, 3d inst. reined the horse into the woods, and made his escape, and has not since been heard of. 20 dollars reward will be given for said man and horse—or for securing him in any jail, and giving me information at Salisbury, N. C. so that I get him and the horse.

JAMES CAVENDER.
Feb. 7, 1825. 3t46

Agricultural Notice.

THE officers, members, and friends of the agricultural society of Cabarrus county, are requested to attend a meeting of the society, in the court-house in Concord, on the last Saturday in February next.

It is hoped that those who feel themselves interested in the welfare and honor of their country, will not suffer such an institution as this has promised to become, to fall to nought.

It is confidently expected, that a general meeting, not only of the members, but of all those who wish to become so, will take place on that day. J. L. BEARD, *Recording Sec'y.*
Jan'y 31, 1825. 2t45.

The Co-Partnership

HERETOFORE existing between the subscribers, was dissolved by mutual consent on the 7th inst. The settlement of the affairs devolves on *Charles F. V. Reeve*, to whom all persons indebted to the late firm of BRIDGWOOD & REEVE, will make payment.

THOMAS BRIDGWOOD,
CHARLES F. V. REEVE.

☞ The *China, Glass* and *Earthen-Ware business*, will be continued by CHARLES F. V. REEVE, on his own account, at his store, No 281 *King-Street*, opposite the Merchant's Hotel, who has received, by recent arrivals from Europe,

650 packages Liverpool and French *Wares.*

IN STORE.

50 cases New-York manufactured gilt and

Also, a general and extensive assortment of *Looking Glasses.*

most fashionable and improved patterns of *Crockery, China, Glass-Ware, &c.* suitable for town and country trade, which are now offered to the public on the most liberal terms.

☞ Country orders repacked safely, and at the shortest notice.

Charleston, January 10. 3mt55

Good Shoes and Boots

CAN be had at my shop in Salisbury, low for *cash.*
HENRY SMITH.
January 29, 1825 3weeks

Ten Dollars Reward.

RANAWAY or stolen from the subscriber, living in Rowan county, on the 12th of January last, a light bay *Horse*, about fifteen hands high; no marks recollected. The horse was hitched in Mr. M'Connaughey's yard and must have been taken out by some person, or I should have heard of him before this.

JOSIAH DENT.
January 29, 1825. 2t44

☞ Look at This!

I INTEND removing to Lexington, Davidson county, N. C. some time next Spring; in order to settle with my creditors, I now offer for sale the House and Lot wherein I live, in the East square, on the Main Street in Salisbury. If I do not sell at private sale, before our February Court, I shall then sell at Public sale, on Tuesday of the Court.

JOHN ALBRIGHT.
Jan. 21st, 1825. 3t44

To Mechanics.

WE have lately received a general assortment of cabinet-makers and joiners Tools, consisting of all the kinds of Bench moulding, Beading, Sash, Flooring and Ceiling Planes, such as have very seldom been kept in the up country; also, Hand, Pannel, Tenant, Keyhole and Fritt Saws, Edmondston's superior Screw Augers, &c. which will be sold low, by

M'BEE & REINHARDT.
Lincolnton, N. C.
Jan 17, 1825. 3t44

For Sale,

THAT valuable and well known House and Lot in the town of Charlotte, occupied for the last six years by Cowan & Vail, as a house of entertainment. Its central situation in the town and vicinity to the Court House; its complete order and convenient arrangement for the entertainment of travellers and country custom; its capacious, well framed, two storied stables; its highly improved garden; its neat and convenient two storied kitchen; its secure frame smoke house and lumber room, with its large cellar, secure and dry at all seasons of the year, together with a never failing well of excellent water, convenient to the house and kitchen, will afford to one wishing to keep a public house advantages not surpassed by any in the state. Any person wishing to purchase, is requested to view the premises, that they may speak for themselves.

Also, about 40 acres of valuable land adjoining the town lands, thirty of which are inclosed and well adapted to the culture of all the products of the country.

I am disposed to sell the above premises upon accommodating terms, which can be known by applying to John Irwin, merchant, of Charlotte, or Thomas L. Cowan, of Salisbury.

JAMES COWAN.
Charlotte, Dec. 3, 1824. '42

State of North-Carolina.

RUTHERFORD COUNTY.

COURT of Pleas and Quarter Sesisons, January Session, 1825. Aspasia Earle *versus* James H. Fergison: Original attachment levied on a wagon, one watch, and other articles.

It appearing to the satisfaction of the Court that the defendant is an inhabitant of another State, ordered therefore that publication be made in the Western Carolinian for six weeks, that the defendant appear at our next County Court of Pleas and Quarter Sessions, to be holden for the county of Rutherford, at the Court House in Rutherfordton on the 3d Monday after the 4th Monday in March next, then and there replevy plead or demur or judgment will be entered up against him, and the property condemned accordingly.

Witness, Isaac Craton, Clerk of our said Court, at office, the 2d Monday of January, 1825.

6t49 ISAAC CRATON, *Clerk.*

Indictments

For assault and battery, for sale at this Office.

The Muse.

FROM THE BOSTON STATESMAN.

ODE ON TOBACCO.

Hail Tobacco—Queen of Flowers,
Solace of my lonely hours,
Fume that kindles as it flows,
Circling through my glowing nose.
I have puffed thee all the day,
Yet still thy merry vapours play.

Let others boast of joys of soul
That waken o'er the flowing bowl—
Or fancy raptures as they sip
Balmy sweets from beauty's lip—
Sweeter far thy fume that goes
Curling aloft mid eyes and nose.

Vulgar souls may deem that noses
Were only made for smelling roses—
Smokers, true to nature's plan,
Feel the dignity of man,
And use their snellers as a stack o'
Chimneys to expel tobacco.

Herb divine, for thee shall rise
Clouds of incense to the skies;
O'er thy votaries' brains shall flit
Dazzling images of wit;
And puffers yet unborn shall wheese
Narcotic strains as sweet as these.

Whether from hookah, pipe or quill,
Thy fumes ascend—I love the still;
Whatever shape thou deign'st to wear—
Long-cut, short-cut, shag or cigar.
There's not a whiff of thee but goes
Long-cut or short-cut through my nose.

SIMON SHROOT.

A plaintiff thus explain'd his cause
To counsel learned in the laws;
"My hand-maid lately ran away,
"And in her flight was met by A,
"Who, knowing she belong'd to me,
"Espous'd her to his servant B:
"The issue of this marriage, pray,
"Do they belong to me, or A?"

The lawyer true to his vocation,
Gave signs of deepest cogitation;
Look'd at a score of books, or near,
Then hemm'd and said, "Your case is clear,
"Those children, so begot by B,
"Upon your hand-maid must, you see,
"Be your's or A's; now, this I say,
"They can't be your's if they to A
"Belong; it follows then, of course,
"That if they are not his, they're yours;
"Therefore, by my advice, *in short*,
"*You'll take the opinion of the* COURT."

Miscellaneous.

FROM THE PORTSMOUTH (N. H.) JOURNAL.

GOOD NEIGHBORHOOD.

Mr. Printer—There is a sore evil under the sun, which seems hitherto to have escaped the notice of your correspondents, but which is said to prevail very extensively in this hospitable town. It is a *Good Neighborhood*. Nay, start not—Mr. Printer, it is indeed a sore evil as you shall presently hear.

I am an unmarried lady, a little advanced beyond the period of youth, and in fact approaching that age in which one does not like to have one's early habits interrupted. My friends think me somewhat particular, and—for the word must come out—a little oldmaidish; but I bear their raillery with good humor, for I am conscious that what they laugh at is only a love of neatness and regularity. Having a decent competence, and no near relations with whom I could reside, I lately purchased a small house, in the midst of a very good neighborhood, and last week I commenced house-keeping with high hopes of comfort and enjoyment. But alas! sir, one short week has clouded the prospect; and unless I can sell my house and escape, I shall die of a good neighborhood before Thanksgiving.

I had just got over the bustle of moving, and was quietly seated in my little parlor with my knitting work in my hands and the last Literary Gazette spread before me on the table, when the door burst open, and five little urchins rushed in, all clamorous at once to tell me, that their mamma, Mrs. Pryabout, would have the pleasure of taking tea with me and spending the evening in a neighborly way. I am of a social disposition, Mr. Printer, and though an old maid am pleased with well-behaved children. I therefore told them with a smile, that I should be very happy to see their mamma—and that on some leisure day I should be very happy to see them too. But here I found I was anticipated. "Mamma told us that if you were alone, we might stay an hour or two, as she was very busy this afternoon, and meant to live with you in a neighborly way." Though somewhat startled at this, I submitted with a good grace, laid aside my knitting and paper, and gave up the afternoon to my little neighbors. What proficients they were in the arts of good neighborhood, my furniture and parlor will exhibit for many years. My tables were scratched, my sofa torn, one of the legs of my arm chair broken, and an ugly hole burnt in my carpet. When their mother arrived about 6 o'clock, she found me busily employed in repairing the damage, and casting her eyes complacently round the room, exclaimed, "I am afraid Miss Barbara, the children have been troublesome, but the dear little creatures have such spirits!"

But this, Mr. Printer, was only the beginning of my sorrows. Mrs. Pryabout took her tea with me, and condescended to make all manner of inquiries about my domestic establishment, and to give me all manner of good advice, in a very neighborly way. In the evening, I was favored with the company of Mr. Pryabout, Mrs Fidgetty, and the two Miss Peepinthedrawer's, who all proved themselves to be excellent good neighbors by opening my cupboard, inspecting my bedclothes, and counting my linen. As they were only neighbors, and meant to live without ceremony, they staid late, devoured my cakes and fruit, and promised on departing to come again very soon, and make me another neighborly visit.

I went to bed with a sick head-ache. But as I am an early riser, I found myself dressed in the morning before any of my kind neighbors were stirring [illegible] coming down stairs, when a loud rap summoned me to the door. I found a little dirty child shivering in the frosty air. "Mother wants to know, Ma'am, if you will lend her your wash bowl—she is just getting up and wants to wash her face this morning."

And who is your mother? I exclaimed in some astonishment.

Oh! she lives just here in the neighborhood.

And has she no wash bowl?

No Ma'am, when she washes her face she always *borrows*.

Amused with the novelty of the request, I lent the little urchin the wash bowl, and exhorted her to make use of it herself before she returned it.

In about five minutes I was summoned again to the door. "Mother told me to tell you Ma'am, that you forgot to send her a towel. She never borrows a wash bowl without a towel.

In some amazement, I handed her a towel.—"is there any thing else, my little girl, for your mother seems to be quite neighborly?"

Yes—no—yes—nothing else at present. Mother wants to borrow some soap; but she told me to come again for that presently—for if I asked for two things at once, you might not be willing to lend them.

I returned to the parlor musing upon the blessings of a good neighborhood, when half a dozen rapid knocks at the door again startled me. The servant came and said that three or four children were at the door all asking to see me. I hastened to meet them with no little alarm.—"What is it my children? do you wish to see me?"

All.—Ma'am, Miss Barbara—

Boy.—Uncle wants to know if you'll—

Little Boy.—Mother sent me to ask you to—

Girl.—Please Ma'am to—

All— LEND—

Boy.—him your axe.

Little Boy.—her your tub.

Girl.—Sister your thread-case.

Man, approaching—Can you lend me your wheel-barrow, Ma'am.

Woman just behind him.—I want to borrow your clothes' line just for half an hour Ma'am.

Third Boy.—Father says, if you take the newspaper, Ma'am, he would like to borrow it a little while.

Before I could answer these multifarious requests, a little note written in a fine Italian hand on rose-colored paper, and very fantastically turned up at the corners, was put into my hands by a little girl with a basket on her arm, who pressed forward with eagerness through the crowd. Her silence pleased me; and I immediately opened and read,

"If my dear Miss Catnip will lend me that beautiful lace cap which I saw in her bureau last evening, she will confer an unspeakable favor upon her affectionate friend and neighbor.

HESTER PEEPINTHEDRAWER.

P. S. My sister Catherine would be under infinite obligations to you, if you would lend her your cinamon-colored calash to make a few calls in this forenoon.

N. B. George would like to read Mr. Everett's Oration, which was lying on your table yesterday, but I tell him he must call this forenoon and borrow it himself.

2d P. S. Mamma will thank you for the loan of a couple dozen of eggs."

While I was half distressed with these various applications, a round rosy colored gentleman who lives in the neigborhood, passed by, and seeing some distress in my countenance, kindly stopped to inquire after my welfare. "I am afraid Miss Barbara you have lived too much alone—but you have now got into a good neighborhood, and I hope mean to live neighborly. I intended myself to step in one of these mornings, and drink a glass of your find bottled cider before breakfast. I have heard much of it. And by the way, I do not care if I borrow a dozen bottles now till I can buy some myself."

I turned towards—

Another knock!—I will run to the window to reconnoitre.—As I live, there are three children at the door with baskets, a boy with a wheel-barrow, a woman with a band box, and five tin kettles coming towards the house! My patience is exhausted.

Mr. Printer, advertise my house for sale at auction next Monday. I will take lodgings in the country—or go to the Shoals—this very day.

BARBARA CATNIP.

PATENT POCKET DICTIONARY.

Abridgment.—Any thing contracted into a small compass; such, for instance, as the Abridgment of the Statutes, in fifty volumes folio.

Absurdity.—Any thing advanced by our opponents, contrary to our own practice, or above our comprehension.

Accomplishments.—In women, all that can be supplied by the dancing master, music master, mantua maker, and milliner. In men, tying a cravat, talking nonsense, playing at billiards, dressing like a groom, and driving like a coachman.

Advice.—Almost the only commodity which the world refuses to receive, although it may be had gratis, with an allowance to those who take a quantity.

Alderman.—A ventri-potential citizen, in whose Mediterranean mouth good things are perpetually flowing, although none come out.

Babies—Noisy factivorous animalculæ, much desiderated by those who never had any.

Bachelor.—Plausibly derived by Junius from the Greek word for foolish, and by Spelman, from Baculus, a cudgel, because he deserves it. An useless appendage of society; a poltroon who is afraid to marry, lest his wife should become his mistress, and generally finishes by converting his mistress into a wife.

Backward.—A mode of advancement practised by Crabs, and recommended to mankind in general by the Holy Alliance.

Bait.—One animal impaled upon a hook in order to torture a second for the amusement of a third.

Baker.—One who gets his own bread by adulterating that of others.

Ball.—An assembly for the ostensible purpose of dancing, where the old ladies shuffle and cut against one another for money, and the young ones do the same for husbands.

Bed.—An article in which we are born and pass the happiest portion of our lives, and yet one which we never wish to keep.

Beer, Small.—See Water.

Bellman's Verses.—See Vision of Judgment.

Benefit of Clergy—See Tithes.

Bishop.—The only thing that gains by a translation.

Blank.—See every lottery ticket bought by yourself or friend.

Body.—That portion of our system which receives the chief attention of Messrs. Somebody, Anybody, and Everybody, while Nobody cares for the soul.

Bonnet.—An article of dress much used by fashionable females for carrying a head in.

Book.—A thing formerly put aside to be read, and now read to be put aside.

Chicane.—See Law.

Cousin.—A periodical bore from the country, who, because you happen to have some of his blood, thinks he may inflict the whole of his body upon you during his stay in town.

Critic.—One who is incapable of writing books himself, and therefore contents himself with condemning those of others. *London paper.*

A LOTTERY

FOR the benefit and encouragement of MECHANISM, in the Western part of North Carolina.

Scheme.

1386 TICKETS, AT $2 EACH.
NOT TWO BLANKS TO A PRIZE!

1	Prize of 500 dollars (a Phaeton and Cotton Saw Gin)	is	$500
1	do. $300 (Family Coach)	is	300
1	do. $250 (Gig)	is	250
1	do. $180 (do.)	is	180
1	do. $130 (do.)	is	130
2	do. $100 (Side Board and Cotton Saw Gin	is	200
2	do. $80 (Gig and Sociable)	is	160
2	do. $20 (Bedsteads)	is	40
3	do. $14 (a set of Tables)	is	42
2	do. $12 (Windsor Chairs)	is	24
3	do. $10 (two Ladies' Work Tables and one Pembroke)	is	30
1	do. $8 (Bellows top Cradle)	is	8
10	do. $6 (6 Ploughs, 8 Street Lamps, and 2 Lard Cans)	is	60
10	do. $5 (Hats)	is	50
1	do. $4 (Candlestand)	is	4
1	do. $3 (do.)	is	3
20	do. $3 (do.)	is	60
300	do. $2 (25 cast steel Axes, and 275 pair Shoes)	is	600
431	do. $1 Tin Ware, Jewelry, Shoes, &c. &c.	is	431
793			$3072

Tickets can be had in Charlotte of the undersigned Commissioners, by letter, postage paid, inclosing the money; or from their agents in Salisbury, Statesville, Concord, Lincolnton, Yorkville or Lancaster; who pledge themselves to pay the prizes as set forth in the scheme, thirty days after the drawing, or refund the money to purchasers of tickets, provided the scheme shall not be drawn.

SAM'L. HENDERSON,
GREEN KENDRICK,
JNO. BOYD.

N. B. Explanatory Hand Bills can be had of the Commissioners. 41

Notice.

ALL persons are hereby forwarned against trading for the following notes, which were executed by me to William Hogg, in payment for a tract of land, which I purchased from him; which land he had previously conveyed by a deed of trust to Charles Hoover, of Davidson county, viz: One note of thirty dollars, due the 1st of March 1825; One do. of thirty-seven and a half dollars, due the 25th Dec. 1825; and one do. of one hundred dollars, due the 25th dec. 1826.

As the said notes were given for lands which the said Hogg had no right to convey, I am determined not to pay either of them.

JESSE JONES.
January 17, 1825. 3t44p

Estate of Alex. Long, dec'd.

THE subscriber having qualified as executor of the last will of Alexander Long, late of Rowan county, dec'd. at the court of pleas and quarter sessions for the said county, held on the third Monday of November last,—notice is hereby given, that all persons having demands against the said estate, are required to present them for payment, within the time prescribed by law.

JAMES I. LONG, *Executor.*
Dec. 24, 1824. 40

Cash Shop.

FOR sale, at the shop of the subscriber, a good, substantial *mail stage* body, on reasonable terms. Apply to the subscriber, at his coach-making shop, Salisbury.

SAM'L. LANDER.
Dec. 13, 1824.

Stick Gig, for Sale.

The subscriber has also for sale at his shop, a very good *stick gig*, almost new, with a first rate *harness* to it. I will also sell the gig very low.

Also, one other Gig, without harness, is for sale, very cheap, as above.

SAM'L. LANDER.
Dec. 13. '36

New Cash Store.

I HAVE just opened a new and extensive assortment of seasonable and fashionable

GOODS,

which I have carefully selected from the markets of Philadelphia and New-York, and purchased with *cash*; and I now offer them to the public at the lowest prices. However, I do not wish the public to take my word for it, but will thank them to call and examine for themselves, as I feel satisfied that I can offer them inducements to "call again." Even those who have not the cash to purchase, will do me a favor by calling, and examining my prices. A. TORRENCE.
Salisbury, Dec. 5, 1824 35

New Supply of Fresh Goods.

THE subscriber is receiving and opening a large and general assortment of all kinds of *Goods*, at his store in Salisbury, from Philadelphia and New-York; and has made arrangements to receive from said places, *monthly*, any further supply that may be necessary—selected with care, and laid in at prices that will enable him to sell very low. His customers, and the public at large, are respectfully invited to call, examine, and judge for themselves.

J. MURPHY.
Salisbury, Sept. 1824. 6mt48

N. B. Country Produce of all kinds, received in exchange.

By Authority.

An Act authorizing the Secretary of the Treasury to adopt a new Hydrometer for ascertaining the proof of liquors.

BE *it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled*, That the Secretary of the Treasury be, and he is hereby, authorized, under the direction of the President of the United States, to adopt and substitute such Hydrometer as he may deem best calculated to promote the public interest, in lieu of that now prescribed by law, for the purpose of ascertaining the proof of liquors; and that, after such adoption and substitution, the duties imposed by law upon distilled spirits shall be levied, collected and paid, according to the proof ascertained by any Hydrometer so substituted and adopted.

H. CLAY,
Speaker House of Representatives.
JOHN GAILLARD,
President Senate pro tempore.
Washington, Jan. 12th, 1824.
Approved: JAMES MONROE.

Fresh Goods.

THE subscribers are receiving, and opening, at their *STORE* in Concord, direct from Philadelphia and New-York, a large and general assortment of

All kinds of Goods:

and have made arrangements to receive from said places, *monthly*, any further supply that may be necessary—selected with care, and laid in at prices that will enable them to sell very low. Their customers, and the public at large, are respectfully invited to call, examine, and judge for themselves. MURPHY & BROWN.
Concord, Sept. 1824. 148

☞ Country Produce, of all kinds, received in exchange for Goods.

Cotton Ginning.

THE subscriber respectfully informs the merchants of the town of Salisbury, and the citizen farmers of his neighborhood, that he has just finished a large building, 32 by 52, for *Ginning of Cotton*, to run by water; and that he is also well fixed for packing cotton, in the neatest manner, for market. He assures his friends, who may favor him with their custom, that he will have their cotton packed and put up in the neatest manner, and in the shortest time possible, and on the lowest terms at which it is done by others. He also assures those who send cotton to his Gin, that it will be kept separate from others, so that they will be sure to get the same cotton they send. He has located and built this establishment, at his Mill Plantation, two miles from Salisbury. JA: FISHER.
October 18, 1824. 28

Boot and Shoe Establishment

REMOVED.

EBENEZER DICKSON takes this method to inform his customers, and the public at large, that he has removed his *shoe-shop* from the house he formerly occupied, and has taken the house owned by Mr. Thomas Todd, nearly opposite Wm. H. Slaughter's house of entertainment, on Main-street, Salisbury; where he will carry on, as usual, the Boot and Shoe making business, in all its various branches, in a style of neatness and durability which, he believes, cannot be surpassed by any in the state. All orders from a distance, for work in his line, will be faithfully attended to.
Salisbury, Sept. 17, 1824. 1y

100 Dollars Reward.

RAN AWAY, on the 16th of October, 1824, a negro man named *Adam*, aged 27 years. He was lodged in the jail of Randolph county on the 19th or 20th inst.; and was taken out of said jail on the 8th of November, 1824, by the subscriber, and taken on home, with a pair of hand-cuffs on. On arriving at the subscriber's house, on the 9th of November, 1824, he was left in a room with a small boy; whilst the family was at supper in another room, by some means Adam slipt out of the door, and made his escape. At the time he was taken up, he had several free papers in his possession.

The said boy Adam has a scar on his right hand, occasioned by a wagon wheel. He had on, when he went away, a snuff-colored surtout coat, with hand-cuffs, well rivetted. He has heretofore passed as a brickmaker, and as a free man when last taken up. One hundred dollars reward will be given for the apprehension and delivery of said negro.

3t44 MACK CRUMP.
Davidson county, N. C. Nov. 9, 1824.

State of North-Carolina,

DAVIDSON COUNTY.

COURT of Pleas and Quarter Sessions, Dec. term, 1824. David Ensley, sen. vs. David Ensley, jr.: original attachment levied on land. It appearing to the satisfaction of the court, that the defendant in this case is an inhabitant of another state, it is therefore ordered by the court, that advertisement be made six weeks, successively, in the Western Carolinian, printed in Salisbury, that the defendant appear at our next Court of Pleas and Quarter Sessions, to be held for the county of Davidson, at the court-house in Lexington, on the third Monday in March next, then and there to plead, or demur, or judgment will be entered according to plaintiff's demand.

6t48 D. MOCK, Clk.

State of North-Carolina,

ROWAN COUNTY.

COURT of Pleas and Quarter Sessions, August term, 1824. John Scott vs. William Lamm: original attachment, levied on land. It appearing to the satisfaction of the court, that the defendant in this case is an inhabitant of another state, it is ordered by the court, that advertisement be made three weeks, successively, in the Western Carolinian, printed in Salisbury, that the defendant appear at our next court of Pleas and Quarter Sessions, to be held for the county of Rowan, at the court house in Salisbury, on the third Monday of February next, then and there to plead, or demur, or judgment will be entered according to the plaintiff's demand.

it44 JOHN GILES, Clk.

State of North-Carolina,

IREDELL COUNTY.

COURT of Pleas and Quarter Sessions, November term, 1824. James Henson versus James Huie: Original attachment returned levied on land. In this case, it appearing to the satisfaction of the court, that James Huie, the defendant, is not an inhabitant of this state, it is therefore ordered, that publication be made for three months in the Western Carolinian, that unless the defendant appear at the next term of our court to be held at the court-house in Statesville, on the 3d Monday of February, 1825, and plead, or the plaintiff will be heard ex parte and have judgment pro confesso.

R. SIMONTON, Clk.
Price adv. $4 75. 3mt50

State of North-Carolina,

STOKES COUNTY.

COURT of Pleas and Quarter Sessions, December term, 1824. David Burton vs. Leonard Binnager; original attachment, levied on land. It appearing to the satisfaction of the court, that the defendant in this case is not an inhabitant of this state, it is therefore ordered by court, that publication be made in the Western Carolinian six weeks, notifying said defendant to appear at our next court of pleas and quarter sessions to be held for Stokes county, at the court-house in Germanton, on the 2d Monday in March, 1825, then and there to plead answer, or demur, otherwise judgment, *pro confesso*, will be taken against him.

6t48 MATTHEW R. MOORE, Clk.